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Groups of countries in special situations: follow-up to the second United Nations Conference on Landlocked Developing Countries

Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024

Report of the Secretary-General

Summary

The present report is submitted pursuant to resolution 71/239, in which the General Assembly requested the Secretary-General to submit at its seventy-second session a progress report on the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024.

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I. Introduction

1. The landlocked developing countries are confronted with structural challenges that pertain to their geographical disadvantages, resulting in disproportionally high transport and trade costs that hinder competitiveness, job creation, integration into world markets, economic growth and overall sustainable development. Landlocked developing countries have to pay more than double what coastal countries incur and require about double the time taken by transit countries to export and import their goods. As a result, the level of development in those countries is, on average, 20 per cent lower than what it would be were they not landlocked.

2. The Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 reflects the commitment of the international community to address such challenges in a more coherent manner and to contribute to an enhanced rate of sustainable and inclusive growth, which can contribute to the eradication of poverty. The Programme is focused on six priority areas of action, with specific objectives to be achieved by 2024.

3. The ambitious and transformative 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals provide a holistic global development agenda addressing the three dimensions of sustainable development — economic, social and environmental — that, if implemented urgently, effectively and at scale, will transform the world by eradicating extreme poverty. The 2030 Agenda places renewed emphasis on countries in special situations, including by addressing the special needs of landlocked developing countries. The Vienna Programme of Action is integral to the 2030 Agenda, and its full implementation is critical for the realization by the landlocked developing countries of the Sustainable Development Goals. The implementation of the Programme of Action will help to ensure the principle set out in the 2030 Agenda of leaving no one behind.

4. The present report is the third one in which progress in implementing the Vienna Programme of Action is assessed (for the previous report, see A/71/313). The role of United Nations entities in its follow-up is highlighted, and some recommendations to accelerate its implementation are proposed.

II. Overview of recent socioeconomic developments and progress towards the Sustainable Development Goals in landlocked developing countries

5. Between 2003 and 2013, the rate of growth in the gross domestic product (GDP) of landlocked developing countries averaged 7 per cent. Growth rates declined from a high of almost 10 per cent in 2007 to 4.9 per cent in 2009. Growth recovered in many of those countries during the period 2010-2013, although the overall GDP of landlocked developing countries grew annually by only 4.9 per cent in 2014-2015. In 2016 estimated growth was 2.6 per cent, more than 1 percentage point lower than in 2015.

6. Only six landlocked developing countries have a high ranking in the human development index; the average for those countries in 2015 was 0.57, with the highest being 0.79 and the lowest being 0.35. Of the 41 countries with low human development scores in 2015, 15 were landlocked developing countries.

7. Efforts will need to be scaled up and sustained in order to eradicate extreme poverty by 2030 in landlocked developing countries. The proportion of their population living below the international poverty line of $1.90 per day declined from 48.6 per cent in 2002 to 30.5 per cent in 2012. The percentage of the employed

population below the poverty line in those countries has also been declining over time, from 47.2 per cent in 2000 to 23.7 per cent in 2016.

8. With regard to Goal 2, the past 15 years have witnessed a decline in undernourishment in landlocked developing countries, from 33.6 per cent in 2000-2002 to 22.7 per cent in 2014-2016. The prevalence of undernourishment in those countries in 2014-2016 was estimated to be 76 per cent higher than the average in developing countries as a whole.

9. With regard to Goal 3, ensuring healthy lives and promoting well-being for all at all ages, there has been steady improvement in the landlocked developing countries in reducing under-5 mortality rates, which declined from 139.7 per 1,000 live births in 2000 to 67.9 in 2015. Yet this figure is still considerably higher than the average for the developing world. Since 2000, the HIV incidence rate has declined from 2.13 new cases per 1,000 uninfected people in 2000 to 0.84 in 2015, with improvements noted especially among women and children. Progress was also made on indicators for malaria and tuberculosis, although the incidence in landlocked developing countries was higher than the average in the developing world.

10. With regard to Goal 4, during the period 2000-2014, overall improvement was recorded in school enrolment indicators. Progress continues to be made with regard to Goal 5, on gender equality and empowering all women and girls, with a decline seen in the percentages of women aged 20-24 reporting that they had been married by the age of 15 or by the age of 18, and in the proportion of girls having undergone female genital mutilation. In 2016, 26 per cent of seats in national parliaments and local governing bodies in landlocked developing countries were held by women, exceeding the global average of 23.4 per cent.

11. On Goal 6, although there have been gradual and steady improvements over the past decade, the average proportion of the population in landlocked developing countries with access to improved drinking water sources and sanitation facilities is low, well below world averages. Increased government expenditure is needed along with the strengthened participation of local communities on water and sanitation management, especially in rural areas.

12. With regard to Goal 7, on energy, the percentage of the population with access to electricity rose from 34.9 in 2000 to 48.5 in 2014. The decline over the past decade in the share of renewable energy in the total energy mix continued over the past year. This is due to the growing discovery and utilization of hydrocarbon resources.

13. With regard to Goal 9, on industry, innovation and infrastructure, air passenger and freight transport continued to grow, reaching an all-time high in 2015. The share of manufacturing in total GDP remains almost constant, declining slightly from 9.3 per cent in 2015 to 9.2 per cent in 2016. Expenditure on research and development as a percentage of GDP remained constant from 2013 to 2014, although the number of researchers increased. Official international support to infrastructure has increased steadily over the past 15 years.

14. With regard to Goal 17, on partnerships, the flow of official development assistance (ODA) to landlocked developing countries decreased from $26.1 billion in 2014 to $24.8 billion in 2015. Participation in international trade, measured as the share of merchandise exports in global exports, rose from 0.58 per cent in 2003 to a peak of 1.22 per cent in 2012, before declining to 0.9 per cent in 2016.

15. With regard to Goals 11 and 12, the mean level of fine particulate matter in cities in 2014 was 44 per cent as compared to a world average of 45 per cent.

Material consumption has been on an upward trend, measured both by material footprint per unit of GDP and on a per capita basis.

16. Landlocked developing countries are particularly vulnerable to the negative impacts of climate change, especially drought, desertification, land degradation and the melting of glaciers. Most are dependent on rain-fed agriculture, and most of their agricultural land is in arid and semi-arid areas, characterized by high variability in rainfall. The decline in forested area, which decreased to 15.7 per cent of the total land area in 2015, continued.

17. On Goal 14, although the United Nations Convention on the Law of the Sea gives landlocked States the right to utilize the oceans, seas and marine resources; to participate, on an equitable basis, in the exploitation of an appropriate part of the surplus of the living resources of the exclusive economic zones of coastal States of the same subregion or region; and to carry out activities in the international seabed area, which, along with its resources, are the common heritage of mankind, not many landlocked developing countries are taking advantage of those rights. Their limited participation is attributable to insufficient resources, lack of awareness and limited access to the sea; therefore they require financial and technical support to foster their implementation of Goal 14.

III. Status of implementation of the priorities of the Vienna Programme of Action

Priority 1: fundamental transit policy issues

18. The Vienna Programme of Action underscores the importance of a supportive legal framework, in particular the harmonization, simplification and standardization of rules and documentation, including the full and effective implementation of international conventions on transport and transit. The current status of ratification of important international legal instruments by the landlocked developing countries and the transit countries is presented in the table below. Recent ratifications include that of Afghanistan, which joined the World Trade Organization (WTO) in July 2016 as its 164th member. An additional nine landlocked developing countries ratified the WTO Trade Facilitation Agreement during the reporting period. China and India are now contracting parties to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention). The Republic of Moldova acceded to the Customs Convention on Containers, and Turkmenistan acceded to the International Convention on the Harmonization of Frontier Controls of Goods.

19. The table below shows that although there has been some progress in the landlocked developing countries and transit countries on the ratification of conventions, more still needs to be done.

Status of ratification of key international conventions promoting trade and transport facilitation

Convention	*Landlocked developing countries*	*Transit countries*	*World total*
World Trade Organization Trade Facilitation Agreement (2013)	19	20	121
Revised Kyoto Convention (2006)	18	23	110
World Trade Organization Agreement (1994)	26	30	164

Convention	*Landlocked developing countries*	*Transit countries*	*World total*
United Nations Convention on the Law of the Sea (1982)	20	29	168
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	11	7	71
International Convention on the Harmonization of Frontier Controls of Goods (1982)	12	2	58

Source: The Office of Legal Affairs, the Economic Commission for Europe, the World Customs Organization and the World Trade Organization (updated 7 August 2017).

20. At the regional level, in Asia, the Intergovernmental Agreement on Dry Ports entered into force in April 2016. Since then, five more countries have ratified the agreement. In Africa, capacity-building workshops were conducted to disseminate road standards and the norms of the Trans-African Highways Programme and the Inter-Governmental Agreement in order to encourage ratification of the agreement.

21. The priority area on fundamental transit policy issues has three main objectives. The first is to reduce travel time along corridors with the aim of allowing transit cargo to move 300-400 km every 24 hours. Data that can be used to monitor progress towards this objective is available only for some corridors (highlighted below). Overall road corridor performance in the eight landlocked developing countries served by the Central Asia Regional Economic Cooperation Programme averaged 550 km per 24 hours in 2014, increasing to 556 km per 24 hours in 2015, indicating that the region has already achieved the target.

22. In Africa, data from the Northern Corridor Transport Observatory Report collected between October 2015 and March 2016 show that the transit speed in kilometres per 24 hours from Mombasa, Kenya, to Kampala was 205; to Juba was 164; and to Kigali was 147. All the routes on that corridor were much lower than the Vienna Programme of Action target. Data from the Central Corridor Transport Observatory annual report for 2015 show average transit speeds from the port of Dar es Salaam, United Republic of Tanzania, to Bujumbura of 393 km per 24 hours; to Kigali of 398 km per 24 hours; and to Kampala of 432 km per 24 hours. These data show that this corridor region has achieved the target.

23. In Latin America, according to the Economic Commission for Latin America and the Caribbean (ECLAC), the average travel time for transit cargo for the landlocked developing countries in the region is below the target because of the transport infrastructure constraints in both landlocked and transit countries and inefficient procedures at border crossings.

24. Overall, there is need for specific studies to determine the travel time along corridors used by the landlocked developing countries.

25. The second objective is aimed at significantly reducing the time spent at the borders. The World Bank's logistics performance index can be used to monitor the progress in achieving this objective. The index is the weighted average of the country scores on six key dimensions, including the efficiency of the border control agencies in carrying out the clearance process, the quality of trade- and transport-related infrastructure, the ease of arranging competitively priced shipments and the competence and quality of logistics services. The landlocked developing countries had an index of 2.49 in 2014 compared with 2.69 for the transit developing countries. In 2016 the index for the landlocked developing countries was 2.43 compared with 2.77 for transit countries. More effort is needed to improve the movement of goods across borders.

26. The third objective is aimed at reducing the amount of time spent at points of intermodal transfer between rail, road and port. Although data to measure progress on this objective are not readily available, World Bank studies indicate that the average cargo dwell time in most ports in East Asia and Europe is close to four days. In Africa, the port of Durban is comparable, with a dwell time of four days. Some progress has been made in reducing cargo dwell time, which decreased from 14 days in 2012 to 9 days in 2016 at Dar es Salaam port and from 11 days to 6 at Mombasa port over the same period. Other port dwell times identified in a 2012 World Bank report were: in Douala, Cameroon, 19 days; in Lomé, Togo, 18 days; in Tema, Ghana, 20 days. More efforts are needed to reduce the port dwell times, and there is a need to capture data and update it regularly in order to monitor this objective.

Priority 2: infrastructure development and maintenance

27. Efforts are under way to expand and upgrade road and rail transport infrastructure in all the regions having landlocked developing countries. The Asian Highway Network consists of 143,000 km of standardized roadways, and member countries have made progress in upgrading the routes. During the period 2006-2014, the proportion of roads in the network falling in class III (regarded as the minimum desirable standard) or better increased from 91 per cent to 92.1 per cent.

28. The Trans-African Highway has a total length of 54,120 km distributed along nine corridors. The network still has missing links, however, that need to be closed. Progress is being observed for Trans-African Highway No. 7, including several of its corridors.

29. In Latin America, efforts are under way to improve the road network, both nationally within the landlocked developing countries and in their transit neighbours. Both Paraguay and the Plurinational State of Bolivia are working on road transport infrastructure development projects.

30. With regard to railway infrastructure, some efforts are being made in all regions to expand and improve the existing network. There are over 26,362 km of missing links in the rail network in Africa, while there are more than 10,500 km of missing links in the trans-Asian railway network. Some recent successful examples of Asian landlocked developing countries' efforts include the Afghanistan-Turkmenistan Lajaward railway network (inaugurated in 2016) and a rail link connecting China, Kazakhstan, Turkmenistan and the Islamic Republic of Iran (inaugurated in 2016).

31. In Africa, the Djibouti-Addis Ababa standard gauge international railway was launched in September 2016. Kenya launched a new high-speed railway from Mombasa that is to extend to South Sudan, the Democratic Republic of the Congo and Burundi. The Governments of Benin, Burkina Faso, the Niger and Côte d'Ivoire are collaborating on the reconstruction and upgrading of the Cotonou-Niamey-Ouagadougou-Abidjan railway.

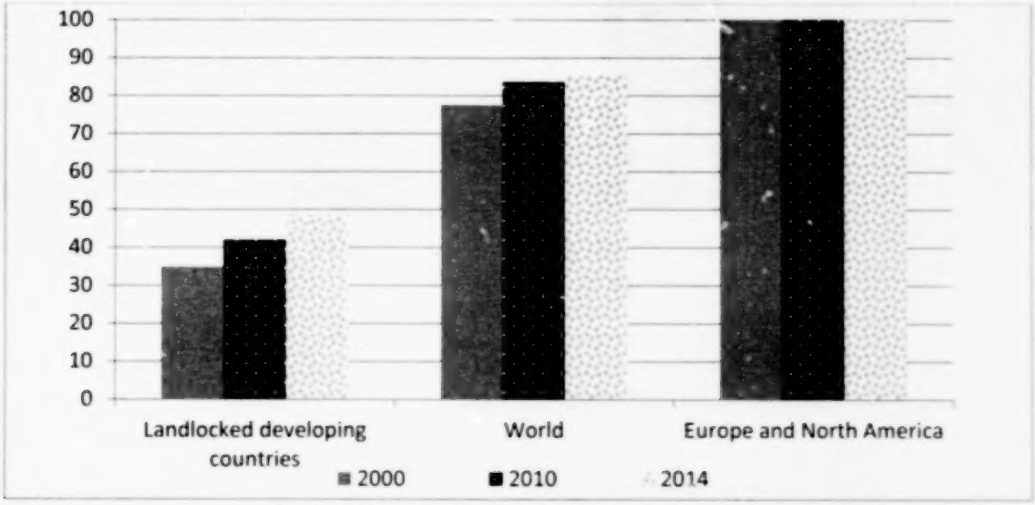
32. The number of passengers in landlocked developing countries travelling by air increased from 23.8 million in 2011 to about 30 million in 2015; this is only 0.9 per cent of the global total, however. Those countries have low volumes of freight transported by air, with an average of only 0.8 per cent of the global total in 2014. Air transport is particularly important because it provides those in landlocked developing countries with direct access to international markets without the need to pass through transit countries.

33. Inland waterways are important for accessing markets, particularly in Latin America, and pipelines are significant in nearly half of the landlocked developing

countries. Their further development and maintenance is important for the implementation of the Vienna Programme of Action.

34. Regarding energy infrastructure, the average proportion of the population in landlocked developing countries with access to electricity increased between 2010 and 2014 (see figure I), however those countries still lag behind the world average. Furthermore, at least two thirds of the population relies on biomass for cooking, underscoring the urgent need for improved access to clean and modern cooking energy.

Figure I
Proportion of the population with access to electricity (percentage)

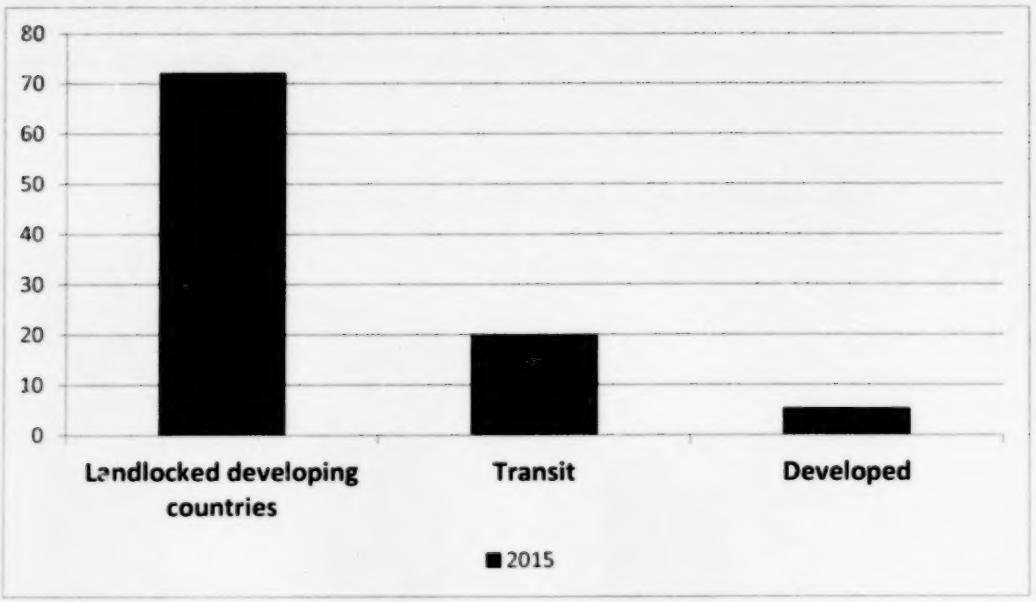


Source: E/2017/66.

35. With regard to information and communications technology (ICT), the landlocked developing countries have experienced strong growth in mobile cellular subscriptions, which increased from 3.1 per 100 people in 2003 to 71.9 in 2015, and the average number of Internet users increased from 1 per 100 people in 2003 to 20.5 in 2015. While this is an achievement, the landlocked developing countries lag behind other groups of countries.

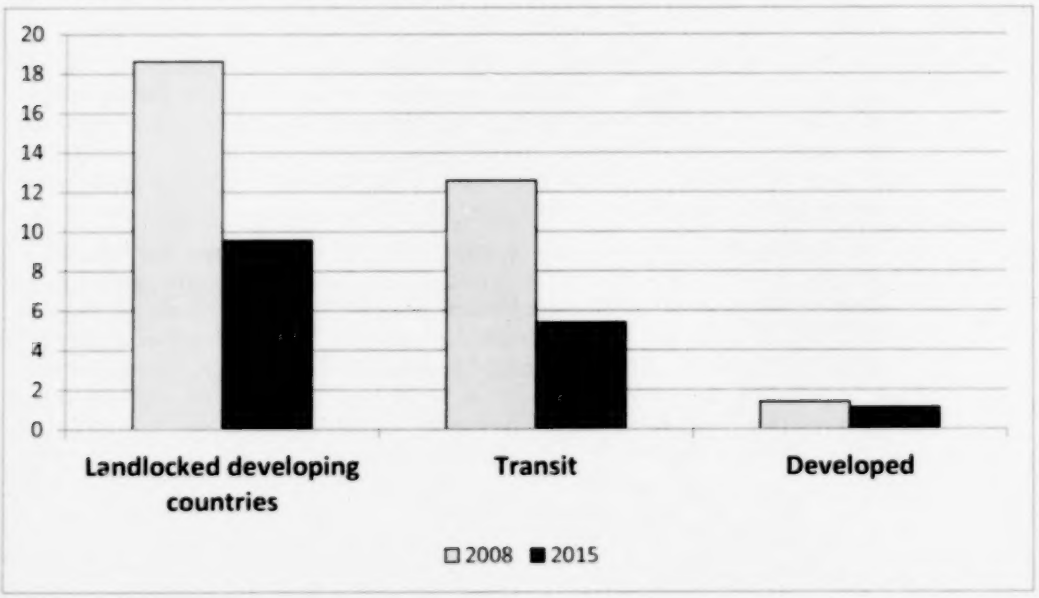
36. The landlocked developing countries still face high costs for broadband. Whereas the monthly fixed broadband price is 5 per cent of per capita monthly gross national income (GNI) in developed countries and 20 per cent in transit developing countries, it is 72 per cent in landlocked developing countries (see figure II). Similarly, the average price of a mobile cellular sub-basket in 2015 is much higher in landlocked developing countries in comparison with transit and developed countries (see figure III). More efforts are required to lower prices.

Figure II
Fixed-broadband price
(Percentage of monthly gross national income per capita)



Source: International Telecommunication Union.

Figure III
Mobile cellular sub-basket price
(Percentage of monthly gross national income per capita)



Source: International Telecommunication Union.

37. Closing the existing infrastructure gap in landlocked developing countries and transit countries and ensuring that the infrastructure is resilient and sustainable

requires the mobilization of all sources of infrastructure financing. According to ECLAC, Latin American countries should invest around 6.2 per cent of their annual GDP to meet their infrastructure needs. However, investment in the region amounts to only 2.3 per cent of GDP. Some 1.5 per cent of these capital inflows in 2015 came from the public sector, while the remaining 0.8 per cent came from the private sector. The Inter-American Development Bank (IDB) has increased its loan approvals for landlocked countries in the region, from $127 million for the period from 2004 to 2013 to $319 million for 2014-2016.

38. In Africa, several programmes are supporting infrastructure development, including the Programme for Infrastructure Development in Africa, which is supporting energy, transport, transboundary water and ICT projects estimated to cost $67.9 billion for the 2012-2020 period, and the Presidential Infrastructure Champion Initiative under the New Partnership for Africa's Development. Regarding South-South cooperation, China has supported infrastructure investment in several landlocked developing countries in Africa. The Africa50 Infrastructure Fund, created under the auspices of the African Development Bank with an initial subscribed aggregate amount of $830 million in share capital, had started developing and financing projects by the end of 2015.

39. In Asia, funding from the Asian Development Bank towards regional cooperation and integration increased from $3,049 billion in 2010 to $5,429 billion in 2016, of which 55 per cent went to transport infrastructure. China is making important contributions to the development of transport infrastructure in landlocked developing countries, particularly through its Belt and Road Initiative. The initiative includes six corridors along the land-based Silk Road Economic Belt and the Maritime Silk Road linking Asia with Europe and Africa. The landlocked developing and transit countries covered by the initiative will benefit from improved connectivity in infrastructure, trade, finance and policies. At the Belt and Road Forum, held in Beijing in May 2017, some of the relevant achievements of the initiative included a China-Lao People's Democratic Republic railway, an Addis Ababa-Djibouti railway and the alignment of the Belt and Road with the development strategies of the Eurasian Economic Union, the Association of Southeast Asian States (ASEAN), Kazakhstan, Turkey, Mongolia and Viet Nam. The initiative has also created financing mechanisms specifically to carry out the Belt and Road vision, including the multilateral Asian Infrastructure Investment Bank and China's Silk Road Fund.

40. At the 2017 Global Infrastructure Forum, the multilateral development banks agreed to deepen their collaboration to encourage private sector investment in infrastructure development by joining forces to co-finance projects, helping to generate interest among private sector investors in public-private partnerships and the development of infrastructure as an asset class for institutional investors.

41. Development partners are providing support on a bilateral basis for infrastructure development. For example, Austria has supported hydropower projects in Bhutan and Nepal.

Priority 3: international trade and trade facilitation

42. Despite the substantial contribution of trade to development, the 32 landlocked developing countries accounted for a low proportion of global merchandise exports, which reached just 0.88 per cent in 2016, a decline from 0.96 per cent in 2015.

43. Merchandise exports from landlocked developing countries have been declining since 2012, when about $225 billion in merchandise exports was recorded, compared to $140 billion in 2016. This represents a nearly 40 per cent decline, attributed mainly to declining commodity prices and exchange rates.

44. The landlocked developing countries recorded a trade deficit of about $38 billion in 2016, an increase from $29 billion in 2015. While the group as a whole has recorded a trade surplus in some years, the majority of the countries show a persistent trade deficit, which has implications for their development. The declining commodity prices and slow economic growth faced by the landlocked developing countries make them vulnerable to decreased access to finance, which will in turn make financing of the trade deficits increasingly challenging, leading to sustainability problems.

45. The merchandise exports of the landlocked developing countries remain highly concentrated on a few raw commodities, as portrayed by a concentration index (Herfindahl-Hirschmann Index) of 0.28 recorded in 2016. While this value shows an improvement in the diversification of exports since 2014, when the index was 0.36, most landlocked developing countries record high indices, showing very little diversification, low value addition and low technology content of their exports. This situation also demonstrates that the countries are not well integrated into the global and regional value chains. Such integration is important, as it serves as a conduit for industrial transformation.

46. Trade facilitation is one of the key factors affecting the integration of the landlocked developing countries into global trade and the international value chains. The entry into force in February 2017 of the WTO Trade Facilitation Agreement is an important milestone in the global trading system, as it is expected to address trade costs and lead to further integration and increased trade.

47. The Trade Facilitation Agreement contains a range of measures to expedite the movement, release and clearance of goods, including goods in transit. The aspects relevant for the landlocked developing countries include the publication and availability of information, freedom of transit, expedited shipments, the establishment of a "single window", authorized operators and border agency cooperation on the alignment of working days and hours, the alignment of procedures and formalities, joint controls, the sharing of common facilities and the establishment of one-stop border post control. In addition, the measures impose obligations on WTO members to increase transparency, to implement streamlined and modernized border procedures and control techniques and to improve governance through discipline on rules and decision-making processes. The Agreement also allows developing countries to designate certain provisions as requiring the acquisition of implementation capacity through technical assistance and capacity-building. Assistance in trade facilitation is already being provided by regional and multilateral agencies, bilateral donors and other stakeholders, including through the WTO Trade Facilitation Agreement Facility.

48. Some of the economic performance benefits that can be expected from the implementation of the Agreement include a reduction in trade costs estimated at 15.4 per cent on average. The Agreement is also expected to help developing countries in some areas that are crucial for their sustainable development, such as export diversification, participation in global value chains and improved ability to attract investment.

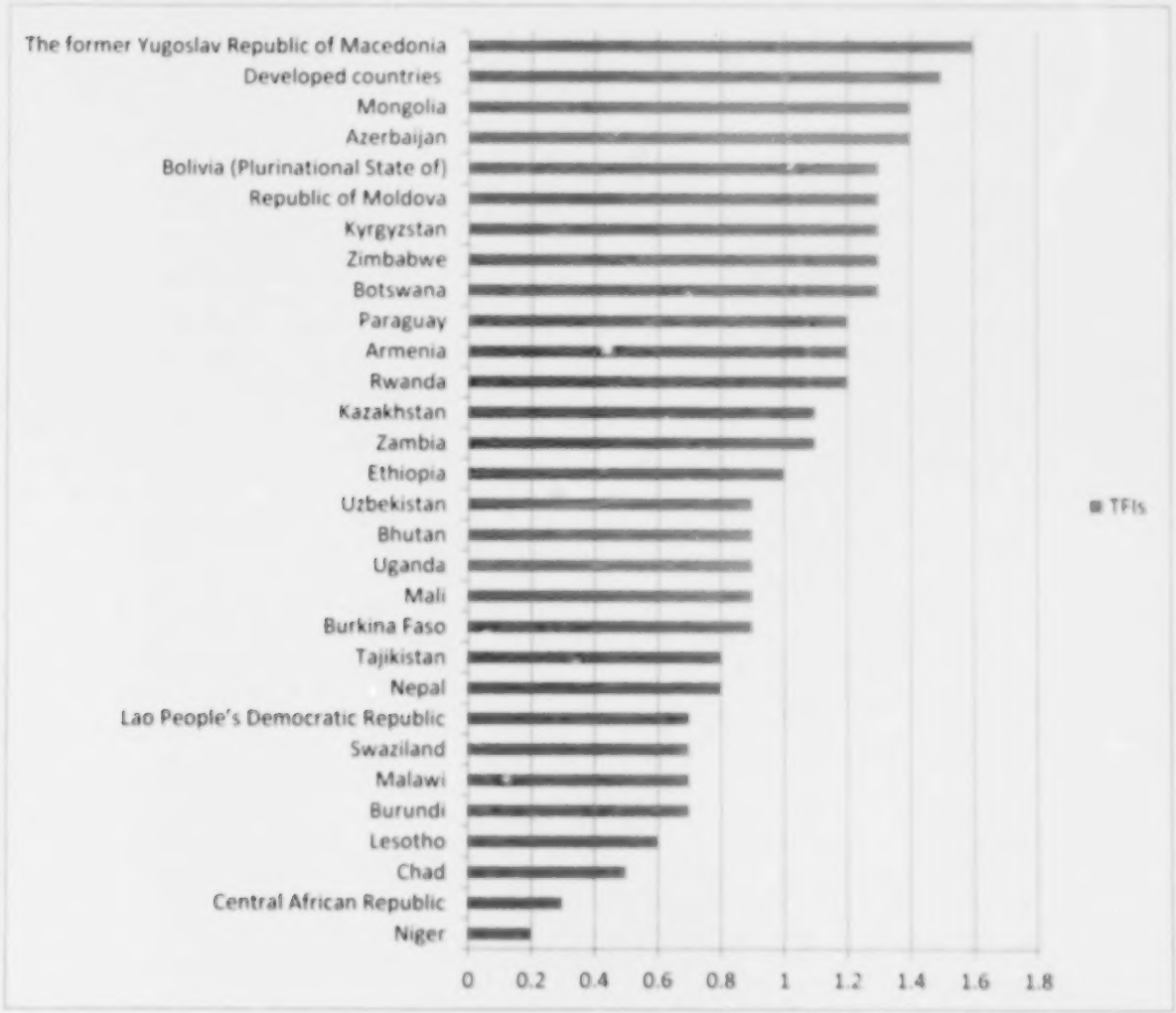
49. As part of the process of implementing the Trade Facilitation Agreement, developing country members have been submitting notifications of their category A commitments, or those measures that are already being implemented. So far, WTO has received 96 notifications of category A commitments, including 18 from landlocked developing countries.

50. As a group, the landlocked developing countries had identified about 23 per cent of the measures as category A commitments. Only three identified their category B provisions, which are measures that members will implement after a

transitional period following the entry into force of the Agreement, and only three had indicated their category C provisions, which the member will implement after a transitional period following the entry into force of the Agreement and for which the member requires assistance and capacity-building support.

51. The Organization for Economic Cooperation and Development (OECD) trade facilitation indicators simulator clearly shows that trade facilitation performance remains low for the most part. In over half of the countries, overall trade facilitation performance was below 1 (see figure IV). Compared with other groups of countries, the landlocked developing countries' average was 0.97, against 1.1 for developing countries as a whole and 1.5 for developed countries. The trade facilitation indicators are valued between 0 and 2, where 2 designates the best performance that can be achieved by a country.

Figure IV
Trade facilitation performance indicators for landlocked developing countries



Source: OECD.

52. While all of the provisions are critical for the successful implementation of the Trade Facilitation Agreement, there are some that have been found to have the potential to have a greater impact on facilitating trade in landlocked developing countries. OECD identified those as transit, automation and information availability. Out of the 30 transit countries that are members of WTO, only 7 are fully implementing article 11 on transit, only 7 are fully implementing article 1 on publication and availability of information and only 6 have implemented the single window.

53. To further facilitate transit, the landlocked developing countries need to implement such initiatives as the TIR carnet, electronic single-window systems and one-stop border posts, among others.

Priority 4: regional integration and cooperation

54. For the landlocked developing countries, regional integration and cooperation, particularly close cooperation with their transit neighbours, is crucial for their growth and development. It is vital to improving cross-border infrastructure and ensuring harmonized trade and transit policies, thereby leading to smoother, cheaper and more efficient cross-border trade, building trade capacity and expanding markets.

55. Landlocked developing countries are actively participating in bilateral and plurilateral regional trade agreements. According to notifications to WTO of physical regional trade agreements, those countries are party to, on average, 3.7 regional trade agreements, with the numbers ranging from 0 to 9 among the countries. Overall, the extent to which they trade with their neighbours varies across the regions. The share of Asian landlocked developing countries' exports whose destinations were within the region was 77.5 per cent in 2015, reflecting limited export destinations. In contrast, the intraregional export share for landlocked developing countries was 28.3 per cent in Africa and 49.1 per cent in Latin America. The intraregional export share of the four such countries in Europe was 53.2 per cent, but amounted to 67.5 per cent when the Russian Federation, one of their important trading partners, was included.

56. In Africa, the regional integration agenda is manifested in a number of key continental strategic documents, including the African Union's Agenda 2063. All landlocked developing countries are part of one or more regional economic communities, which drive the implementation of regional integration activities. A major regional integration effort in the region is the ongoing negotiations on the establishment of the Continental Free Trade Area, which is expected to considerably enhance intra-African trade, as well as supporting the industrial development and diversification of African economies.

57. In the Euro-Asia region, landlocked developing countries engage mainly in regional trade blocs and bilateral and multilateral free trade agreements with neighbouring countries. In recent years, integration and cooperation efforts materialized in terms of creating new mechanisms, including the ASEAN Economic Community, established in December 2015, and the Eurasian Economic Union, established in January 2015, and enhancing existing initiatives, such as the South Asian Free Trade Area agreement, the South Asian Association for Regional Cooperation and the Economic Cooperation Organization. Sectoral and subregional agreements have contributed to facilitating the transport of goods in transit, harmonizing and simplifying regulations, requirements and customs procedures and establishing integrated, efficient transit transport systems, including, for example, in the framework of ASEAN, the Greater Mekong Subregion, the Economic Cooperation Organization and the Shanghai Cooperation Organization. In 2016,

India and Nepal signed agreements on road connectivity and transit, and the Russian Federation, China and Mongolia signed a trilateral economic partnership agreement incorporating more than 30 projects to build an economic corridor between the countries.

58. In terms of regional integration in Latin America, the Plurinational State of Bolivia is a member of the Andean Community and Paraguay is a member of the Southern Common Market (MERCOSUR). Both are members of the Latin American Integration Association and the Union of South American Nations, an intergovernmental organization that integrates the regional agreements of MERCOSUR and the Andean Community. Within MERCOSUR, for example, efforts are ongoing to harmonize customs declarations data and employ regional customs risk management.

59. Joint regional efforts to develop efficient transit systems, including corridors, are crucial to ensuring freedom of transit and enhancing connectivity and integration into regional and global trading networks. Several landlocked developing countries in Africa are already connected to corridor networks and are participating in the respective corridor management organizations in the region, including the Northern Corridor, the Central Corridor, the Maputo Corridor, the North-South Corridor, the Walvis Bay Corridor Group, the Lomé-Ouagadougou Corridor and others. Transit along the corridors is typically governed by respective corridor transit agreements. The African Corridor Management Alliance was established to enhance cooperation and coordination and promote information-sharing among corridor management institutions in Africa.

60. In the Euro-Asia region, corridor networks such as the Asian Highway Network, the trans-Asian railway network, the Central Asia Regional Economic Cooperation programme, the Transport Corridor Europe-Caucasus-Asia programme, the Black Sea Economic Cooperation Organization and the Euro-Asian Transport Links project corridors connect landlocked developing countries to markets in the region and beyond. Countries are also looking to establish new transit routes, as for example with the Belt and Road Initiative. In Latin America, both the Plurinational State of Bolivia and Paraguay have a number of corridor networks that connect them to regional transit networks.

61. Efforts to establish regional single-window systems connecting national single windows have been continuing in many of the trading blocs that integrate landlocked developing countries. The Economic Community of West African States and ASEAN are among some of the leaders of this type of initiative, while the Central Asia Regional Economic Cooperation countries agreed to develop regional operability of their national single-window systems during the 2016-2020 period.

Priority 5: structural economic transformation

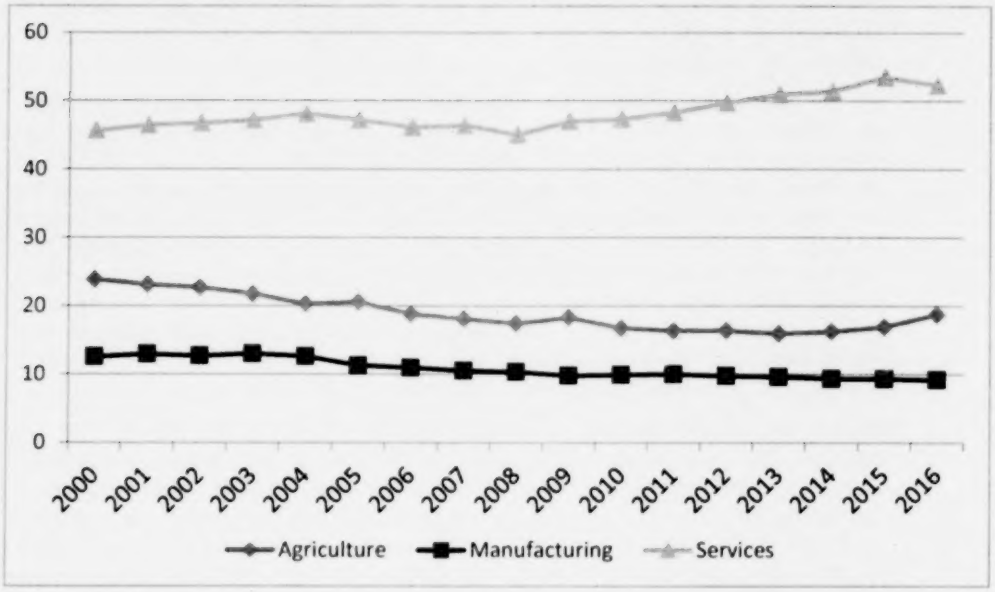
62. Structural economic transformation can be defined as the relocation of resources from low- to high-productivity sectors, often involving industrial development. Historically, as countries transform structurally, the demand for manufactured products rises, the share of employment in agriculture declines, and employment in industry or urban-based services rises, accompanied by productivity increases. As services become more prevalent with rising incomes, the share of manufacturing and agriculture tends to fall, while the share of the services sector rises, sustaining economic growth.

63. Between 2003 and 2013, the share of manufacturing value added in GDP was, on average, 10.7 per cent in the landlocked developing countries, declining to 9.3 per cent in 2014-2016. The share of agriculture value added in GDP also declined in the majority of landlocked developing countries, while the share of

services value added in GDP increased significantly (see figure V). This indicates that the countries are experiencing premature deindustrialization. Their share of manufacturing seems to peak at an earlier stage in their development than is the case in advanced economies, removing the main channel through which productivity benefits and rapid growth have taken place in the past.

Figure V

Value added share by sector of economic activity in landlocked developing countries, 2000-2016 (percentage of GDP)



Source: World Bank.

64. According to the Competitive Industrial Performance Index of the United Nations Industrial Development Organization (UNIDO), which indicates a country's overall level of industrial performance, 12 landlocked developing countries ranked in the bottom fifth of the rankings in 2014. Their limited level of industrialization can also be observed in the low share of employment in industry, which the International Labour Organization estimates to be 11 per cent, as compared to 21 per cent in developing countries overall.

65. The deindustrialization phenomenon can also be reflected in the declining share of manufacturing goods in total merchandise exports. The share fell from 21 per cent in 2000 to 14.6 per cent in 2015. Since 2010, however, almost half of the landlocked developing countries have experienced an increase in their share of manufactured exports. At the same time, while the share of primary commodities, precious stones and non-monetary gold has fallen in recent years, an average of 84.1 per cent in 2015 still confirms the countries' high dependence on primary commodities. In comparison, primary commodities account for about 30 per cent of world exports.

66. An enabling environment for business is crucial for a country's ability to develop an industrial base. Data from the World Bank's Doing Business database indicate that a majority of landlocked developing countries have shown improvements in the private sector regulatory environment, pointing to improved economies. Between 2009 and 2013, all of the landlocked developing countries

experienced improvements in their regulatory environment, but since 2013 10 have experienced setbacks in their regulatory reform efforts. Furthermore, the World Economic Forum's Global Competitiveness Index, which assesses the competitiveness landscape across countries, ranked 5 landlocked developing countries in the top half of the countries examined in 2016-2017, while 12 ranked in the lowest quarter.

67. In order to foster structural economic transformation, landlocked developing countries should strive to shift productive resources towards higher value added and high-productivity sectors. This requires the use of modern technology and technologically sophisticated production. The high-technology content of manufactured exports from those countries is still low, specifically below 10 per cent of manufactured exports in 16 of the 20 countries where data are available. In contrast, this share amounts to 19 per cent in high- and middle-income countries. In countries where agriculture accounts for a large proportion of employment and is a major contributor to GDP, efforts should be made to raise agricultural productivity and industrialize agriculture.

68. The services sector, such as sustainable tourism, presents another opportunity for the diversification of economies. In 2015, landlocked developing countries recorded 32 million international tourist arrivals, up from 14 million in 2005, increasing their share of the global market from 1.7 to 2.7 per cent.

69. Several landlocked developing countries have made efforts to diversify and transform their economies. For example, Uzbekistan attempts to follow import-substitution industrialization focused initially on labour-intensive industries, with a gradual increase in technology intensity. Kazakhstan is currently focusing its development efforts on transport services, energy efficiency and agriculture. In its sustainable development plan, Mongolia targets agriculture, tourism, energy and industrial materials processing. The key objective of the national development plan of Ethiopia is bringing about a structural change in the economy by broadening the industrial base, supporting small and medium-sized enterprises, increasing productivity and strengthening linkages among industries. Botswana is undertaking reforms to promote the development of services, industry, tourism and agriculture.

70. Economic and development challenges can be addressed more effectively with the participation of business. While the value of domestic credit provided to the private sector increased from an average of 26.6 per cent of GDP in the period from 2003 to 2013 to 33.4 per cent in 2014-2015, landlocked developing countries still lag greatly behind other developing countries in this regard. Since public sector funds are limited, the role of the private sector, in particular small and medium-sized enterprises, needs to be enhanced and supported.

Priority 6: means of implementation

71. While the Vienna Programme of Action recognizes that the development of any country is the primary responsibility of that country itself, it underscores the importance of strengthened and expanded partnerships between landlocked developing countries, their transit neighbours, their development partners and other stakeholders for the successful implementation of the Programme of Action.

72. In 2015, landlocked developing countries received $24.82 billion, amounting to 16 per cent of total ODA flows to developing countries, decreasing from $26.13 billion in 2014. ODA remains the main source of external financing for many of those countries, accounting for more than 10 per cent of GNI in eight of them. In three countries, it accounts for more than 20 per cent of GNI, while their foreign direct investment (FDI) inflows in 2015 were negligible. The external debt stock of landlocked developing countries increased to 50.3 per cent of GNI in 2015, from 43.9 in 2014, after a period of significant decline. Their total debt service as a

percentage of goods, services and income also increased, to 29.3 per cent in 2015 from 19.2 per cent in 2014. As at 1 June 2017, two landlocked developing countries were in debt distress and six were at high risk of debt distress.

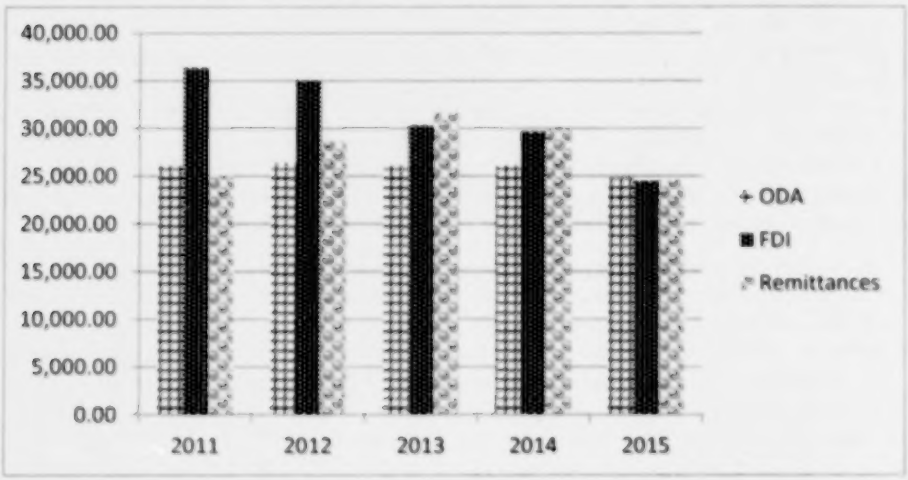
73. In 2015, landlocked developing countries received $24.5 billion in FDI, accounting for 1.4 per cent of total global FDI inflows. The decline of FDI inflows, which started in 2012, continued for the fourth consecutive year. In 2015, FDI fell dramatically, by 18 per cent, from $29.7 billion. About half of the countries received less than 1 per cent of total FDI flowing to the group in 2015, while three accounted for more than 50 per cent of the group's total. According to the United Nations Conference on Trade and Development (UNCTAD), several Asian and African landlocked developing countries received significant FDI inflows in the manufacturing and services sectors, mainly in the construction and banking industries. Extractive industries still account for the largest share of FDI, however.

74. The decline of remittance flows to landlocked developing countries in 2014 continued in 2015, decreasing from $29.92 billion to $24.67 billion.

75. Figure VI shows the inflow of ODA, FDI and remittances to landlocked developing countries between 2011 and 2015.

Figure VI

Official development assistance, foreign direct investment and remittances to landlocked developing countries, 2011-2015 (millions of United States dollars)



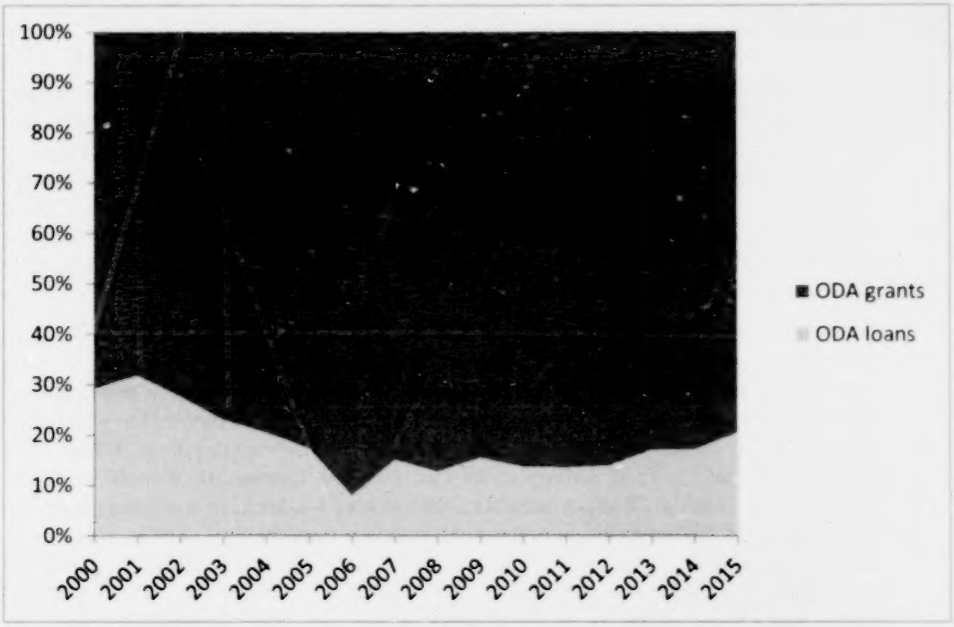
Source: The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, based on data from OECD, UNCTAD and the World Bank.

76. According to OECD, total external flows (including financing from members of the Development Assistance Committee and multilateral organizations only) to landlocked developing countries were estimated to reach about $50.4 billion in 2015. Compared to other developing countries, landlocked developing countries have limited capacity to mobilize external flows beyond concessional finance. In comparison with other developing countries, remittances represent a small proportion of external resource flows. Thus, concessional official flows remain critical, representing 54 per cent of total external flows received in 2015.

77. In 2015, more than 80 per cent of concessional flows from bilateral and multilateral actors reached landlocked developing countries in the form of grants, while the remainder was provided as concessional loans (see figure VII).

Figure VII

Bilateral and multilateral official development assistance loans and grants to landlocked developing countries, 2000-2015



78. In 2015, the top 10 providers of concessional finance to landlocked developing countries accounted for 72 per cent of the total envelope, with the United States of America, the International Development Association and the European Union representing 43 per cent of the total. Afghanistan, Ethiopia and South Sudan received the bulk of the funding.

79. While investment in infrastructure remains a priority, social sectors still lead the sectoral allocation of both concessional and non-concessional flows. Social sectors (health, education, government and civil society and other) received the largest share of concessional finance directed to landlocked developing countries, with 55 per cent of total sector allocable aid in 2015, followed by infrastructure, with 22 per cent (water, transport and storage, energy, and communications). Prioritization of the infrastructure sector is slightly lower than in other developing countries, where infrastructure represents 25 per cent of concessional flows.

80. According to OECD, non-concessional funding provided an additional $1.4 billion for infrastructure in 2015. The breakdown of non-concessional official flows by sector shows that while the social sectors received a smaller share of non-concessional compared to ODA flows (30 per cent), they remained the recipient of the largest amount of non-concessional flows in 2015, followed by infrastructure (28 per cent) and productive sectors (22 per cent, for industry, mining and agriculture).

81. Preliminary findings of the 2016 OECD Development Assistance Committee survey on amounts mobilized from the private sector by official development finance interventions point to an estimated additional $6.5 billion in private resources flowing to landlocked developing countries in the period from 2012 to 2015 ($1.6 billion on average per year). The survey also suggests that the main leveraging instruments in this sector were guarantees ($2.9 billion), followed by syndicated loans ($2.3 billion). The major sectors receiving these flows were mining

and construction (41 per cent), followed by banking and business (27 per cent), industry (12 per cent) and infrastructure (11 per cent).

IV. Follow-up and review

82. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States is mandated to mobilize and coordinate international support and resources for the effective implementation of the Vienna Programme of Action; ensure coordinated follow-up to and effective monitoring and reporting on the Programme; advocate and raise awareness with respect to the landlocked developing countries; and foster coherence with the follow-up to and implementation of the 2030 Agenda for Sustainable Development.

83. The Office has been undertaking advocacy efforts to encourage the landlocked developing countries to mainstream the Vienna Programme of Action in their national development strategies. Seven countries that have adopted a new national development strategy since the adoption of the Programme of Action have reflected at least four of its six priority areas in their policy development frameworks (Botswana, Burkina Faso, Ethiopia, the Lao People's Democratic Republic, Nepal, Uganda and Zambia). Bhutan indicated that it was working on mainstreaming the Programme of Action in its new national development strategy, which is currently under preparation. Armenia recently adopted a national strategy for the implementation and mainstreaming of the Programme of Action for the period 2016-2024. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States supported Botswana and Mongolia in undertaking national-level consultations on mainstreaming the Programme of Action.

84. The Office also worked with the Economic Commission for Africa (ECA), the Economic and Social Commission for Asia and the Pacific (ESCAP) and ECLAC, which facilitated the adoption of resolutions on mainstreaming the Vienna Programme of Action at the national level and in the work of the regional commissions during their annual sessions in 2015 and 2016. UNCTAD, the International Trade Centre (ITC) and the Economic Commission for Europe (ECE) have programmes focused specifically on landlocked developing countries.

85. During the reporting period, the Office organized the following meetings: in 2016, the High-level Meeting on Sustainable Transport of Landlocked Developing Countries, in collaboration with the Plurinational State of Bolivia and the Department of Economic and Social Affairs of the Secretariat, and the high-level seminar entitled "Accelerating Sustainable Energy for All in Landlocked Developing Countries through Innovative Partnerships", in collaboration with Austria, UNIDO and the Sustainable Energy for All initiative; in 2017, the High-level Meeting for the Euro-Asia Region on Improving Cooperation on Transit, Trade Facilitation and the 2030 Agenda for Sustainable Development, in collaboration with Viet Nam, the World Customs Organization (WCO) and the International Road Transport Union; and side events with partners during the Global Conference on Sustainable Transport, the Ocean Conference, the high-level political forum on sustainable development and the forum on financing for development follow-up.

86. The Office also organized inter-agency consultative meetings to foster better coordination in the follow-up to and implementation of the Vienna Programme of Action. The Office and the Bureau of the Group of Landlocked Developing Countries held joint consultations with the World Bank aimed at facilitating a continuous dialogue on the special needs of the countries and World Bank support.

The Office helped to facilitate the participation of the countries in thematic sessions focused on the countries in special situations in the high-level political forum and the Global Infrastructure Forum.

87. The Department of Economic and Social Affairs organized the Global Conference on Sustainable Transport, held in Ashgabat in November 2016. The outcome of the Conference, the Ashgabat Statement on Commitments and Policy Recommendations, notes the importance of addressing the special needs of landlocked developing countries. At the Economic and Social Council Partnership Forum held in April 2017, the Council explored the main challenges to infrastructure development in countries in special situations, including landlocked developing countries, and the potential of public-private partnerships for infrastructure development.

88. ECE supported five landlocked countries that are members of the Special Programme for the Economies of Central Asia by strengthening their capacity to implement trade facilitation and electronic business. ECE and the United Nations Centre for Trade Facilitation and Electronic Business organized a capacity-building training event in 2016 on key measures in the WTO Trade Facilitation Agreement. ECE and WTO co-organized a regional Trade Policy Forum for the members of the Special Programme for the Economies of Central Asia in Ashgabat in 2016.

89. ESCAP organized the Ministerial Conference on Transport in Moscow in 2016, during which the Regional Action Programme for Sustainable Transport Connectivity was adopted. ESCAP also undertook capacity-building training for landlocked developing countries on trade policy formulation and analysis. ECLAC is undertaking analytical work on public and private spending on transport and energy infrastructure in the landlocked developing and transit countries as part of the ECLAC/IDB/Development Bank of Latin America joint online database on infrastructure investment. ECA is undertaking analytical work on assessing regional integration in Africa and providing support to member States on the negotiations on the Continental Free Trade Area.

90. ITC assisted policymakers in eight landlocked developing countries in 2015-2016 to categorize and prioritize trade facilitation measures, taking into account the private sector perspective and the interests of small and medium-sized enterprises. In 2016, UNCTAD launched a capacity-building training programme, the Empowerment Programme, for national trade facilitation committee members, which will be implemented in six landlocked developing countries. In January 2017, UNCTAD, in collaboration with other partners, organized the first International Forum for National Trade Facilitation Committees in Geneva.

91. The United Nations Framework Convention on Climate Change secretariat continued to support the landlocked developing countries in their efforts to address the impacts of climate change. The secretariat of the United Nations Convention to Combat Desertification is supporting the countries through the land degradation neutrality target-setting programme to implement Sustainable Development Goal 15. The Food and Agriculture Organization of the United Nations (FAO) continued to support efforts to increase the productivity of crops, livestock and fisheries and to strengthen food and nutritional security. FAO also supports the landlocked developing countries in multilateral and other trade-related negotiations.

92. The United Nations Development Programme provided support to Kazakhstan and Tajikistan for mainstreaming of the implementation of the Sustainable Development Goals. UNIDO continued to provide technical assistance to landlocked developing countries, including through its country programmes and programmes for country partnership. To advocate for structural transformation in Africa, which is home to half of the landlocked developing countries, the Office of

the Special Adviser on Africa co-organized, with UNIDO and the African Union, a high-level event on the financing of industrialization in Africa.

93. WCO prepared and launched transit guidelines and organized a Global Transit Conference in Brussels in July 2017.

94. The International Think Tank for Landlocked Developing Countries is working under interim management while waiting for the multilateral agreement by which it was established to be ratified by 10 countries, which is required for its entry into force. To date the Think Tank has undertaken analytical work on trade policy issues.

V. Conclusions and recommendations

95. **The United Nations system pledged to mainstream the pursuit of the 2030 Agenda into all of its activities. It is important that the Vienna Programme of Action be integrated in a coherent manner into the processes in follow-up to the 2030 Agenda, including the high-level political forum, and with regard to financing for development and science technology and innovation. The landlocked developing countries should seek to play a more active role in those follow-up processes to ensure that their special needs are fully integrated.**

96. **The landlocked developing countries that have not yet done so are encouraged to mainstream the Vienna Programme of Action into their national strategies in order to ensure the Programme's implementation. They are also encouraged to mainstream the 2030 Agenda into their national development planning and foster coherence in its implementation with the Vienna Programme of Action. International and regional organizations that have not yet done so are encouraged to mainstream the Programme of Action into their work programmes.**

97. **Significant investments are needed to support landlocked developing countries in efforts to combat poverty and hunger and to improve health, education and water and sanitation.**

98. **Landlocked developing and transit countries are encouraged to intensify the sharing of experiences and best practices on successful sustainable development policies, initiatives and solutions to accelerate the achievement of the Sustainable Development Goals and the Vienna Programme of Action and to replicate and scale up best-practice initiatives.**

99. **Landlocked developing and transit countries are encouraged to cooperate and coordinate on fundamental transit policies, laws and regulations and in efforts to enhance freedom of transit. International organizations are encouraged to scale up technical assistance and capacity-building support to foster the effective accession, ratification and implementation of relevant international conventions and regional agreements.**

100. **Landlocked developing and transit countries are encouraged to collaborate to establish secure, reliable, efficient, high-quality, sustainable and resilient infrastructure, including transit transport systems, renewable energy and ICT, with the support of development partners, multilateral financial and development institutions and regional banks.**

101. **Multilateral and regional development banks should support landlocked developing and transit countries in developing bankable, implementable infrastructure and transport projects that are financially viable, environmentally friendly and accepted by the local communities.**

102. **Governments and the private sector are encouraged to work together to launch public-private partnerships to support infrastructure development.**

103. **Landlocked developing and transit countries that are members of WTO should expedite the implementation of the Trade Facilitation Agreement. Development partners are encouraged to scale up provision of technical, financial and capacity-building assistance to landlocked developing and transit countries for the effective implementation of the Agreement.**

104. **Landlocked developing and transit countries should enhance cooperation and regional integration efforts by engaging in regional trade, transit and transport agreements, developing cross-border infrastructure and ensuring harmonized trade and transit policies.**

105. **Landlocked developing and transit countries should consider establishing and strengthening regional coordinating mechanisms, such as regional trade facilitation committees or corridor management committees, to facilitate regional trade and transit.**

106. **In order to enhance structural economic transformation, landlocked developing countries should strive to shift productive resources towards modern higher value added and high-productivity sectors and activities, such as manufacturing, services and technologically sophisticated production, as well as making efforts to industrialize agriculture.**

107. **Landlocked developing countries are encouraged to develop national policies aimed at creating an enabling business and regulatory environment, which is crucial for their ability to develop an industrial base, enhance their competitiveness, attract investment, integrate into global value chains and achieve sustained economic growth.**

108. **Development partners are encouraged to increase ODA to landlocked developing countries.**

109. **Developing countries are encouraged to strengthen South-South cooperation and triangular cooperation for the effective implementation of the Vienna Programme of Action.**

110. **Greater efforts are needed to collect data on a regular basis that can be used to monitor the specific objectives of priority areas 1 and 2 of the Vienna Programme of Action.**

111. **As called for by the General Assembly in its resolution 69/137, the Assembly should consider convening a midterm review of the implementation of the Vienna Programme of Action.**

Annex

Statistical tables

Table 1

Gross domestic product, rate of growth and human development index of the landlocked developing countries

Country	GDP (constant 2005 prices, billions of United States dollars)			GDP growth (annual percentage)	Human development index
	2003	2014	2015	2015	2015
Afghanistan	5.89	13.63	13.30	-2.41	0.479
Armenia	4.15	7.58	7.81	3.02	0.743
Azerbaijan	9.47	30.87	31.08	0.66	0.759
Bhutan	0.72	1.57	1.65	5.21	0.607
Bolivia (Plurinational State of)	8.78	14.89	15.61	4.85	0.674
Botswana	9.25	15.59	15.55	-0.26	0.698
Burkina Faso	4.81	8.95	9.31	4.07	0.402
Burundi	1.06	1.66	1.59	-4.10	0.404
Central African Republic	1.34	1.12	1.17	4.80	0.352
Chad	4.63	13.78	14.69	6.60	0.396
Ethiopia	9.58	30.56	33.50	9.61	0.448
Kazakhstan	47.51	96.03	97.18	1.20	0.794
Kyrgyzstan	2.30	3.72	3.85	3.47	0.664
Lao People's Democratic Republic	2.38	5.40	5.81	7.56	0.586
Lesotho	1.30	2.08	2.14	2.82	0.497
Malawi	3.36	6.21	6.39	2.95	0.476
Mali	6.03	14.28	15.36	7.61	0.442
Mongolia	2.47	6.35	6.50	2.30	0.735
Nepal	7.65	12.32	12.65	2.73	0.558
Niger	3.16	5.59	5.79	3.61	0.353
Paraguay	8.22	13.72	14.14	3.08	0.693
Republic of Moldova	2.59	4.26	4.22	-0.75	0.699
Rwanda	2.20	5.05	5.41	6.95	0.498
South Sudan	..	8.26	8.43	2.03	0.418
Swaziland	2.86	4.19	4.26	1.66	0.541
Tajikistan	1.96	3.99	4.16	4.20	0.627
The former Yugoslav Republic of Macedonia	5.71	8.27	8.59	3.84	0.748
Turkmenistan	11.95	35.98	38.31	6.50	0.692
Uganda	9.58	19.77	20.84	5.38	0.493
Uzbekistan	12.49	29.70	31.72	6.80	0.701
Zambia	7.26	15.87	16.32	2.87	0.579
Zimbabwe	6.73	12.85	12.99	1.07	0.516
Average	**6.69**	**14.19**	**14.70**	**3.58**	**0.571**

Source: The Statistics Division, Department of Economic and Social Affairs, United Nations Secretariat, the United Nations Development Programme and the World Bank.

Table 2

International trade, merchandise exports and imports of the landlocked developing countries

Country	*Total exports (millions of United States dollars, 2016)*	*Total imports (millions of United States dollars, 2016)*	*Trade (percentage of GDP, 2015)*	*Share of exports in global exports (percentage, 2016)*	*Export concentration index (2015)*	*Percentage of exports whose destinations were within the region (2015)*
Afghanistan	520	9 150	57.0	0.003	0.27	91.9
Armenia	1 783	3 293	71.8	0.011	0.25	29.9
Azerbaijan	10 900	9 200	72.6	0.068	0.82	38.9
Bhutan	470	1 030	92.9	0.003	0.39	84.9
Bolivia (Plurinational State of)	6 969	8 374	67.8	0.044	0.44	45.7
Botswana	7 365	6 120	105.9	0 046	0.80	74.9
Burkina Faso	2 400	3 171	65.4	0.015	0.65	24.7
Burundi	120	755	35.8	0.001	0.44	28.3
Central African Republic	93	382	47.2	0.001	0.35	29.0
Chad	1 600	2 200	67.2	0.010	0.88	20.0
Ethiopia	4 612	16 588	37.2	0.029	0.31	2.8
Kazakhstan	36 776	25 175	53.1	0.230	0.66	64.9
Kyrgyzstan	1 545	3 919	108.4	0.010	0.32	84.0
Lao People's Democratic Republic	3 020	4 720	87.0	0.019	0.27	96.8
Lesotho	911	1 827	..	0.006	0.30	81.6
Malawi	1 017	2 425	64.8	0.006	0.51	39.1
Mali	2 538	3 509	52.1	0.016	0.66	2.2
Mongolia	4 917	3 358	90.4	0.031	0.50	88.5
Nepal	740	9 650	53.3	0.005	0.14	73.8
Niger	1 050	1 650	56.6	0.007	0.42	23.4
Paraguay	8 494	9 753	84.5	0 053	0.32	53.2
Republic of Moldova	2 045	4 020	117.5	0.013	0.17	73.0
Rwanda	744	2 293	45.3	0.005	0.30	57.3
South Sudan	..	..	67.4	..	..	..
Swaziland	1 433	1 337		0.009	0.24	91.3
Tajikistan	900	3 100	52.8	0.006	0.51	66.3
The former Yugoslav Republic of Macedonia	4 787	6 757	113.3	0.030	0.21	91.0
Turkmenistan	11 000	7 000		0.069	0.75	94.3
Uganda	2 543	5 099	46.5	0.016	0.18	58.0
Uzbekistan	10 000	11 500	42.8	0.063	0.26	62.5
Zambia	5 801	7 045	84.3	0.036	0.65	24.1
Zimbabwe	2 832	3 700	75.6	0.018	0.36	91.7
Total/average	**139 925**	**178 101**	**69.5**	**0.877**	**0.28**	**54.3**

Source: The United Nations Conference on Trade and Development, the World Bank and the International Trade Centre.